

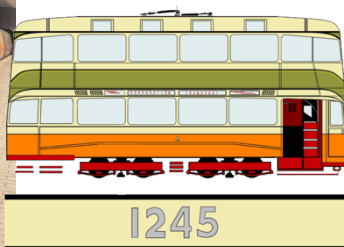
STG

TROLLEY

Autumn 2024



The Magazine of Summerlee Transport Group





SUMMERLEE TRANSPORT GROUP OFFICE BEARERS 2024-25

Committee Members

Chair.

Secretary.

Treasurer.

Membership Secretary.

Members Nominations.

Members Nominations.

David Craig

Khadija Hadji

Joyce Craig

Alexander Craig

Peter Gellatly

David Elvy

Other non-committee office bearers

Trolley Editor.

Alexander Craig

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6. Glasgow Coronation Tram update
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8. Volunteer NL

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All Photos are from STG Archive or NLC Museums unless otherwise stated.

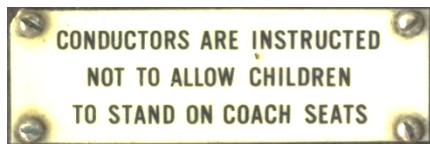
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Message from the Chair

I trust that all our members have been able to take a holiday break over the summer since our AGM in April and I wish to thank all of those who attended this year's meeting for their continued support. Whilst little activity had taken place over the previous year, due to the unfilled vacancy for a Heritage

Technician within the museum, it was still encouraging to see that the level of interest for the trams and our support for them was being maintained. Due to this reduction of site activity it has been difficult to maintain the enthusiasm of our volunteers to be involved with the museum in the short term. However during the local schools summer holidays we have been allowed to open the tram shed doors to allow visitors to view the trams and to meet and talk to members about them and the systems they operated on. This on occasions was a busy time in particular if there was an event taking place within the museum. It initially was undertaken as an experiment to assess the value of attracting visitors to the depot even though there were no trams running or access to them permitted. As a result of this assessment it has been decided that we should continue with this activity until at least the winter months to encourage visitors to become interested in the trams until they can be brought back into service. If there are any members who have time available and can come along to the museum to support this activity could they contact the Membership Secretary on the email address given at the end of this report for further details.



One of the activities that has been more successful has been the joint meetings with the TLRS Scottish Branch this has started to gain more members attending with a variety of topics suitable for both membership's to enjoy. A more

detailed report on the activities and when they are held can be found further on in this edition of Trolley. There remains two further meetings this year the next focusing on track construction and operation along with members operating tram models. So if you are able to come along see the details of where and when the next meeting is to be held in the update report.

As was reported at the AGM the museum has attempted to fill the vacancy for a Heritage Technician and although three separate rounds of advertising and appointments were made none of the successful candidates have taken up the offer of appointment. This is a matter that the museum management and the councils HR department are working on





in an attempt to make the post more attractive to potential applicants. Unfortunately until this post is filled no work is allowed on any of the operational trams within the depot which leaves few opportunities for our member volunteers to become involved in within the museum. There are however other opportunities not related to the tramway that members can be involved in and these are managed through the previously indicted council volunteering

system which can be accessed on line through the councils website. Details of this are attached at the end of this newsletter.

There are other areas not related to actual hands on activity with the trams that members can be involved, in addition to the visitor interaction within the depot and the model section indicated above, the editor is always looking for items of interest to include within the newsletter or as a blog or article in the groups website. So if you have any ideas or stories to tell about tramway or transport related items why not write them down and send them into the editor for the next or future editions. Details of what size of article can be accepted for either the trolley or blog are detailed at the end of the newsletter. Remember if photos are to be provided either copyright permission for personal items or if from other sources the permission has to be given or obtained to publish.

There is a further update on the restoration work being undertaken on the Glasgow Coronation 1245 tram by the Glasgowslasttram group. As you will note further progress with the completion of the upper deck and commencement of the power cable for the controls and motors is underway and receipt of the main air compressor has been achieved. I'm certain that we all look forward to seeing the tram complete and hopefully operational in the not too distant future. If any members wish to view or discuss the tram restoration with the volunteers they would be most welcome to come along on either a Tuesday or Friday when volunteers are in the museum.

As ever I thank you for your continued support and look forward to meeting up with you all again once the trams become operational. Until then remember to subscribe to our social media account or view the website for further update on the developments at the museum.



The Glasgow Subway Metro-Cammell Trains, 1979 – 2024

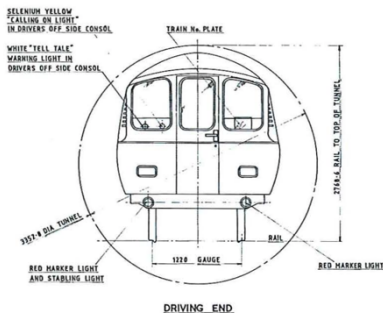
By Alexander Craig

At the start of the modernisation plan on the subway the Greater Glasgow Passenger Transport Authority (GGPTA) became aware that new trains were needed to run the network. As the trains dating from the 1890's with the electrics dating from the mid 1930's and spares becoming hard to find, some coming from the tramway that closed in 1962.



At the start of the 1970's the GGPTA started a tender programme to supply new trains for the Underground and Metro-Cammell/GEC were awarded the contract in February 1975. Metro-Cammell were the successor company to Oldbury Carriage and Wagon Works who built the original gripper trains for the Subway (Cars No 1 – 30).

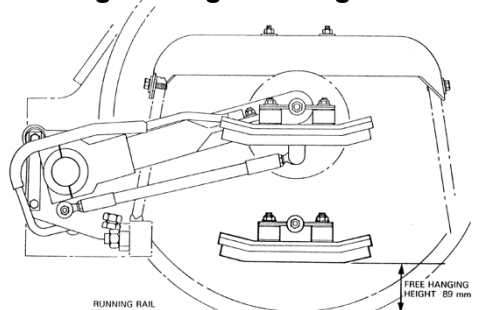
Metro-Cammell were contracted to build 33 Power cars with motors and controllers from GEC. A prototype car was built in 1975 to show how the new underground would look like. Originally the trains had handrail fitted to the seats but this was not liked by the public and was replaced with grab rails (this was used to break up the row of 12 seats). Part of the plan was to reduce the running time around the circle from 28 minutes to 26 minutes. In 1973 the GGPTA ran tests with 2 of the old power cars and confirmed that the new service could run the complete circle in 22 minutes



As part of the modernisation plan there was a requirement to have a clearance of 75mm between the tunnel roof and the top of the train (the old train were known to rub against the tunnel walls) on a 11 feet diameter tunnel

Testing then started on the 3rd rail system – Collector Shoes were tested on the frames of old motor bogies

Shoegear Height Setting



frames and required modification before being fitted to the new trains, full modifications were completed by May 1981. The collector Shoes can move up and down in height between 300mm (in tunnels) to 110mm (in the depot yard)

The trains are driven in automatic mode when in service and all the driver does is to open and close the doors and start the train



Subway cab controller

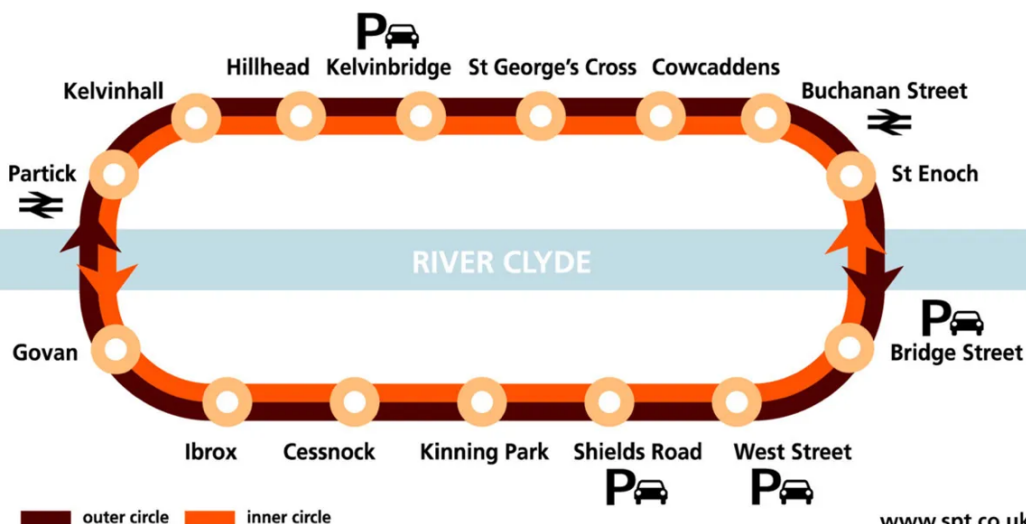
New Power cars arrived between 1978 and 1979, the estimated cost of the new trains in 1973 was £77,000 (per car) and had risen to £249,200 (per car) by 1980

Automatic train operations

As part of the modernisation of the Underground the GGPTA were planning to start "one-man operation" with a timetable between station of 2 minutes. A recommendation of the Department for Transport (DFT) recommended that automatic train operations should be

considered for safety as well as automatic docking of trains at stations. The system was designed by GEC with Mers & McLellan

The system works by using technology designed by British Rail (BR) and uses beacons with a receiver on the train. The train is started by pressing 2 start buttons and then proceeds over 10 beacons (3 Braking, 3 Speed Limit, 1 Stopping and 1 Starting with the rest communication beacons) until reaching the next station (Trains are set to stop within 1 metre of the stopping mark. The only time the trains are driven in manual mode is when they enter the tunnel until they reach their first station (Outer – Govan and Inner – Ibrox). The trains top speed in automatic mode is 54 KPH (Can be limited to 25 KPH or 15 KPH) (reduced on section of track with tight curves e.g. Cowcaddens and Shields Road). A requirement was set out by the railway inspectorate that for "one-man operation" trains were required that "the trains journey to be fully automatic until reaching the next station"



www.spt.co.uk

The trailer car (201 – 208)

By the late 1980's the number of passengers traveling on the underground had increased, the plan was to introduce 3 car operation on the system but there wasn't enough power cars to do this, the conclusion was to construct trailer cars, it was decided to order 8 new cars. A consultancy wing of British Rail (Transmark) to assist in producing a "performance type"

specification, the builder of the power was offered the contract but due to the increased amount on new rolling stock being built they turned this down, after a tender process the contract was awarded to Hunslet Transportation Projects Limited in October 1989



The specification of the trailer car was: Cars 1 meter longer, cars of similar length but 4-wheeled instead of with bogies; use of bogies with steerable axles

The new carriages were installed with a 600v compressor instead of an motor alternator, the bodies were designed to match the look of the power cars, the only problem was how to test the cars as there were not powered, the solution was to remove two power cars that had been recently refurbished, after testing the trailer cars were entered into service between October and November 1992

1990's Refurbishment

The power cars had performed well, but after 10 years in service certain parts of the train has started to cause concern due to corrosion in parts of the bodywork, to help create a specification to create a solution to the problem car no 131 was sent down to Hunslet-Barclay in June 1991. The trailer car project had demonstrated that better



Power car No 112 at Broomloan Depot

materials were available for some applications, the HSE report into the Kings Cross Fire and the collision at Clapham, the contract went to ABB Transportation Limited in 1993. The first car to be refurbished by ABB was car 107 in January 1993 with the last car returning to the depot on the 9th January 1996, some improvement that were done are, upgraded internal seating, radio system, door closed indicator light and a redesigned door closing system



Power car No 101 at St Enoch Station

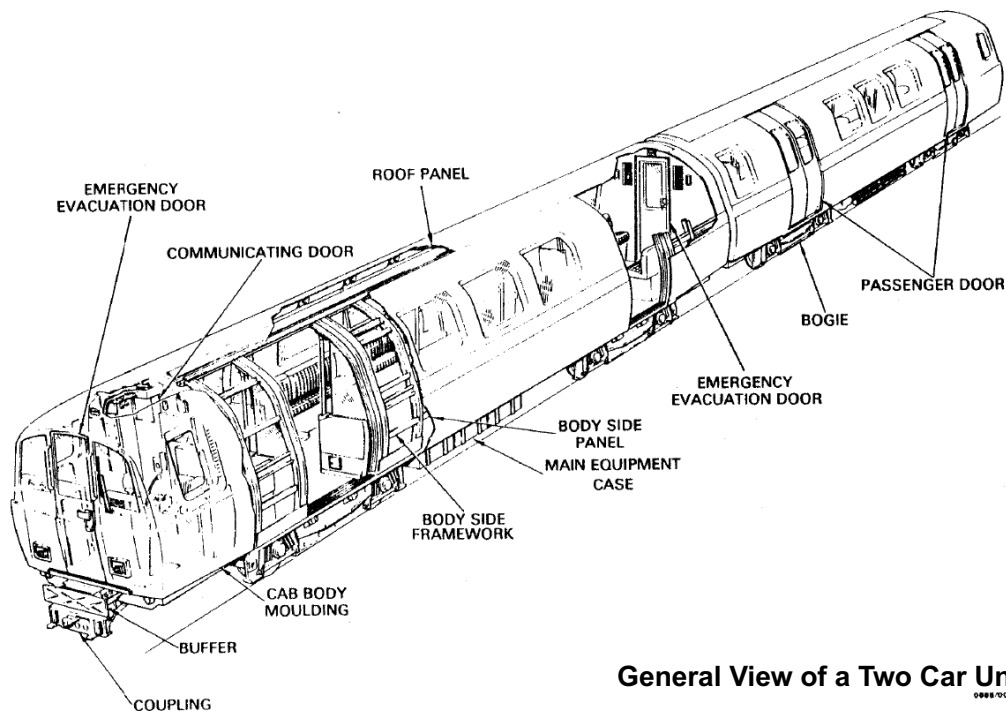
Withdrawal from service

In October 2015 the first power car was removed from service, power Car 122 was withdrawn from service due to obsolescence of parts, this car provided spares for other cars. The next group of cars to stop operation on the subway were 115, 127 and 131, this was due to defects, car 127 – Brake resistor fault (last in service 18/06/2023), car 131 – Brake resistor fault (last in service 04/08/2023), car 115 – Train

Control fault (last in service 27/03/2023), these units were not removed from service until March 2024

With the delivery of the new trains the first train was removed from service on the 4th March 2024 being car 114, 102 and 123. The final cars in service were 106, 207 and 120 on the inner circle and 119, 203 and 103 on the outer circle on the 28th June 2024

Car 128 was removed from service on the 13/06/2024, this car was then removed from Broomloan Depot to the new home at the Riverside Museum



General View of a Two Car Unit

0000-001

Carriage Number	Date Delivered	First date in service	Refurbishment		Date Withdrawn	Last recorded milage
			Left depot	in service		
101	27/1/78	16/4/80	27/7/95	4/10/95	31/06/2024	2127036
102	9/6/78	16/4/80	6/5/93	12/4/94	04/03/2024	2131799.5
103	12/1/78	16/4/80	1/6/95	8/8/95	31/06/2024	2186786.5
104	24/2/78	16/4/80	3/8/95	11/10/95	31/06/2024	2199988.5
105	9/3/78	16/4/80	5/10/95	30/11/95	31/06/2024	2171746
106	16/3/78	16/4/80	13/10/94	15/1/95	31/06/2024	2219411
107	17/4/78	16/4/80	14/1/93	3/3/94	31/06/2024	2108922
108	21/4/78	17/4/80	15/2/95	9/4/95	15/03/2024	2136517.5
109	2/5/78	18/4/80	26/10/95	19/12/95	11/03/2024	2169054.5
110	19/6/78	16/4/80	7/11/95	21/1/96	31/06/2024	2223122.5
111	30/6/78	16/4/80	20/12/94	15/3/95	31/06/2024	2176024.9
112	3/7/78	16/4/80	5/1/95	19/3/95	31/06/2024	2133781
113	14/7/78	16/4/80	2/3/95	29/4/95	31/06/2024	2161832
114	21/7/78	16/4/80	7/9/95	10/11/95	04/03/2024	2147250
115	16/8/78	16/4/80	5/5/94	17/9/94	15/03/2024	2077887.5
116	28/8/78	16/4/80	27/4/95	27/6/95	31/06/2024	2113240
117	11/9/78	17/4/80	12/5/93	23/8/94	31/06/2024	2199447
118	18/9/78	16/4/80	24/8/95	9/11/95	31/06/2024	2118799.5
119	11/10/78	16/4/80	15/3/95	14/5/95	31/06/2024	2094618
120	28/11/78	16/4/80	22/6/94	8/11/94	31/06/2024	2055405
121	1/12/78	16/4/80	6/4/95	5/6/95	31/06/2024	2167558.5
122	23/11/78	19/11/80	10/3/94	10/6/94	October 2015	Info not held
123	8/12/78	16/4/80	25/3/94	27/6/94	04/03/2024	2153586.5
124	22/12/78	18/4/80	11/5/95	10/7/95	31/06/2024	2156801
125	28/12/78	16/4/80	9/6/94	15/10/94	31/06/2024	2074374.5
126	11/1/79	16/4/80	23/5/95	2/8/95	31/06/2024	2095008.5
127	12/5/79	16/4/80	13/1/94	10/5/94	15/03/2024	2016402.5
128	19/12/78	16/4/80	14/9/94	17/12/94	13/06/2024	2049170.5
129	14/2/79	18/4/80	8/12/94	19/2/95	31/06/2024	2140817
130	19/2/79	16/4/80	6/7/95	24/9/95	31/06/2024	2228407
131	3/5/79	18/4/80	5/9/94	4/1/95	15/03/2024	2046123
132	29/5/79	16/4/80	22/6/95	1/9/95	31/06/2024	2181008.5
133	30/4/79	16/4/80	2/6/94	24/9/94	31/06/2024	2203001.5
201	30/4/92	26/10/92	17/8/93	19/8/93	31/06/2024	1640236
202	3/6/92	17/11/92	20/8/93	24/8/93	31/06/2024	1660713
203	9/6/92	26/10/92	30/8/93	1/9/93	31/06/2024	1623491.5
204	13/8/92	11/11/92	14/9/93	15/9/93	31/06/2024	1678437.5
205	21/7/92	26/10/92	29/9/93	2/10/93	31/06/2024	1692913.5
206	14/7/92	26/10/92	4/10/93	6/10/93	31/06/2024	1692913.5
207	10/8/92	27/10/92	7/9/93	9/9/93	31/06/2024	1676733
208	19/8/92	2/12/92	22/10/93	25/10/93	11/03/2024	1602516.5

Date last recorded milage is the 30th June 2024 apart from Power Car 122 as SPT did not collect this information before the car was scrapped in 2015

**Info apart from withdrawn date and last mileage from the book circles under the Clyde.
Withdrawn date and last mileage released under FOI request by SPT**

Strathclyde Transport train Image, Map and train related drawings Copyright SPT

Summerlee: New Stories, New Audiences, Better Lives

Community groups and local people are being asked to share their views on plans to transform Summerlee Museum of Scottish Industrial Life. The 'Summerlee: New Stories, New Audiences, Better Lives' project aims to substantially increase the scope and character of the Museum with a new

expanded focus on social history up to the closure of Ravenscraig in the early 1990s, a period that is currently largely missing from both its existing collections and exhibitions.

The proposed development has been supported by an initial award of £148,000 from the Heritage Lottery Fund to carry out consultation work, feasibility studies and research.

The Museum aims to submit a £3.4 million application next year to enhance the visitor experience at the much-loved Coatbridge site, including several key initiatives:

- Construction of a miner's village with cottage exhibitions on various themes;
- Development of a miner's welfare hall for functions and community events;
- Creation of an expanded learning landscape with interactive site interpretation to enable greater use, understanding and engagement with the Museum's natural surroundings;
- Establishment of new learning, creative, and gallery spaces.

These exciting plans will help the Museum concentrate on the daily lives, living conditions and social dynamics of local people from the post-war era until the 1990s. Far-reaching in scope, these planned initiatives are not only about revitalising existing collections and exhibitions but are very much focused on fostering wider community involvement too. The Museum is eager to incorporate as wide a range of perspectives as possible to ensure our shared history is brought to life as part of this substantial redevelopment.

Work is now well underway on developing these initial plans, and you can get involved too! The project is keen to hear from as wide a range of visitors, groups and interested parties as possible

The survey can be found at www.culturenl.co.uk/summerleeproject

Friends of Summerlee steam fair 2024



For More information visit
www.culturenl.co.uk/summerleeproject or
email summerleeproject@northlan.gov.uk

Treasurer and Membership Secretary Update.

This year it was decided that as a result of the loss of the groups activity of training on and servicing of the working trams, etc, that we would not ask members for their normal annual subscription to the group but instead request that they consider making a donation towards the ongoing upkeep of the websites and external societies membership

subscriptions we have each year. We wish to thank all of our members who were able to provide a donation to the group finances as they are all welcome and help with ensuring that the group continues in a financially viable way until the return of the trams into service. In addition it is likely that when they do that a lot of work will be necessary to bring them back up to operational standard and where appropriate the group can consider how they can best support their return.

Since or last newsletter a few more members have rejoined or are new members to the group and we thank them for their membership. Unfortunately as a result of the current situation with regards to the operational trams it is difficult to attract new members however we will continue to promote the group through our website and social media activities to bring the attention of other enthusiasts to the group.

Joint STG and TLRS Meetings

Since the beginning of the year we have had four meetings of the joint section of members interested in modelling and tramways in general. From a slow start we have gain additional attendees and are looking forward to increasing this over the remaining meetings for this year. The subjects cover have been quite extensive ranging from general modelling techniques, 3D printing and general layout planning along with a talk on the Lanarkshire Tramway and opportunities that this system offers modellers. The next meeting on the 21st September will be looking at the creation of a track layout and testing of it and the trams to be operated on it. All members are welcome to attend and if further information is required they should either look at our own website or the TLRS website or subscribe to the forum for updates.

STANDING PASSENGERS

10

Standing passengers are permitted in the lower saloon when all seats are occupied on the vehicle. There is no restriction to the number of standing passengers on the **LAST TRAM** on any route



Glasgow Coronation Tram update

Since our last update progress on completing the upper decks numerous small items has continued with the last of the refurbished seats and cushions being installed. In addition to these items the lower deck finishes are continuing to be progressed. The lower deck refurbished light covers are being installed along with the completion of the bench seats bases and backs. The main power cables are being run between the controllers and control selector panel along with the small power cables of various services. The next major installations will be the placing of the control selector panel and air compressor into position to commence their connection to the various systems. The progress with completing the external finishes and last of the glazing is also ongoing and numerous small items are nearing completion. So progress is continuing with the project and if any member wishes to view or talk to the team come along any Tuesday or Friday when they are on site.



The Royal Visit, By Bob Sutherland

Article from Trolley, November 2014

The S.T.G. had kindly nominated me as driver of Car 53 with the royal party aboard for a forthcoming Royal visit to the Museum, Brian Quinn to be conductor. At a meeting before the visit I asked Carol Haddow (Museums manager) whether I should offer the controls to H.R.H. Princess Anne and was told "It's up to you".

On the day, I turned up slightly early and at first was refused entry by the armed security people who were everywhere on the Museum site. I persuaded the guards that I should be admitted.



The Princess and her group were to walk from the entrance down to the cottages & mine and then to board the car. I was only then advised that pickup point would be right at the start of the rising curve in the rails – not an ideal spot to start a "raw learner"!!

The Princess boarded the car accompanied by the "great & the good" from all over Lanarkshire. I showed her a newspaper clipping

(supplied by Brian Longworth) showing the then Duke of York, later George V1 and her grandfather, driving a Glasgow tram – I asked the Princess if she "would care to emulate him" and drive 53??? She agreed and we went to the controls with canopy switch off whilst she learned about notching up and applying the handbrake. Because of the starting point this took perhaps a little longer than would have been the case with a straight flat run but Princess Anne was quick to understand and very quick to react to instruction without question.

Canopy switch was thrown "on" and away we went. As we approached the main entrance to the exhibition hall which was to be the drop off point, I said "Power off now Ma'am, and start braking because there is a great deal of press and photographers all over the track ahead – we mustn't give way to temptation!" She replied "It is a bit of a temptation!" and smiled. We overshot the drop





off point by only a few feet because she is very lightly built and I had to put some weight behind the handbrake too. She was most gracious – when she thanked me she said that the car was the fastest electric vehicle she had ever driven and that she had enjoyed it very much. The Newspaper people swarmed around the car and I was asked for name etc., etc., and told “That’ll be front page of the “Record” tomorrow” – or that’ll be all over the “Herald”, etc. etc. since all had got good photographs of the Princess at the controls as 53 approached.

After the Princess had left the Museum, the Group members adjourned to a local hostelry for a belated lunch. This momentous occasion was on 11th September, 2001. (or as the Americans call it 9/11) As we sat down to dine Pat, my wife, phoned me to say that “some idiot has hit the Twin Towers in New York with an aircraft – if the pub has a T.V. go and see

it” I had just weeks before piloted a Cessna aircraft from Thruxton to Isle of Wight and back so she knew of my aircraft interest. Members of the S.T.G. had recently been standing on the roof viewing platform on top of one of the towers so as a group we stood in front of the T.V. in time to see the second aircraft strike! All this meant that the publicity the Museum had hoped to create in the press the next day was wiped out by the horrific events in New York.





As mentioned in the message from the chair there are other volunteering activities at Summerlee Museum

This is managed by North Lanarkshire Council through the Volunteer NL program

Some of the volunteering activities are

- Gardening assistant
- Outdoor Object Restoration Volunteer
- Garratt Locomotive Restoration Volunteer
- Museums Research Assistant
- Museums Engagement Assistant
- Museum Collections Inventory Assistant

To apply for a volunteer role please visit <https://volunteernl.rosterfy.uk/roles/list> for more information visit www.culturenl.co.uk/volunteernl or email volunteernl@northlan.gov.uk or phone 01698 332607

Useful Links

Summerlee Transport Group Website – www.summerleetg.co.uk

STG Members Area – www.summerleetg.co.uk/members

Summerlee Museum Website – www.culturenl.co.uk/summerlee

North Lanarkshire Council – www.northlanarkshire.gov.uk

TLRS, Scottish Area Group - <http://www.tlrs.info/scottish-area-group>

DONT GET OFF UNTIL THE CAR STOPS

Contact Us

Address

Summerlee Transport Group
Summerlee Museum
Heritage Way
Coatbridge
Lanarkshire
ML5 1QD

Email

Info+membership@summerleetg.co.uk
trolley@summerleetg.co.uk

If you have story or have some pictures that you would like us to include in a future trolley, please email to Alexander Craig:

trolley@summerleetg.co.uk

Please send them in by
Sunday 24th November 2024

Preferred Size for Articles

For trolley up to 500 words and 4 images, for blog unlimited



What's on at summerlee

MUSEUM OF SCOTTISH INDUSTRIAL LIFE

Music in the Museum*

Speedway Day - Saturday 14 September, 10am – 3.30pm

Meccano Society - Saturday 14 & Sunday 15 September

September Weekend Activities - Friday 27 – Monday 30 September

BrickM8 LEGO Weekend - Saturday 12 & Sunday 13 October

October School Holiday Activities - Saturday 12 – Sunday 20 October

Christmas at Summerlee Museum - Sunday 1 – Tuesday 24 December

*Music in the Museum info - <https://culturenl.co.uk/arts/musicinthemuseum/>

Tel: 01236 856150, Email: museums@northlan.gov.uk

<https://culturenl.co.uk/summerleewhatson/>